No. 833,636. PATENTED OCT. 16, 1906.

C. P. E. SCHNEIDER.

TRAIL FOR THE CARRIAGES OF GUNS MOUNTED ON WHEELS.

APPLICATION FILED JAN. 3, 1906.

2 SHEETS—SHEET 1.

Fig. 1.

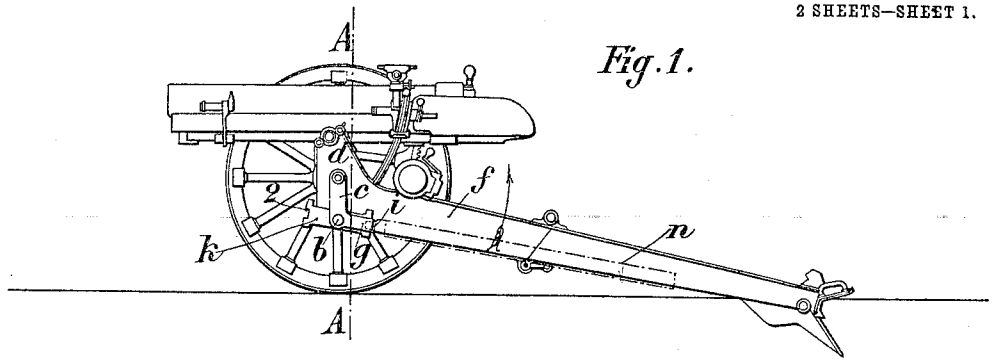


Fig. 3.

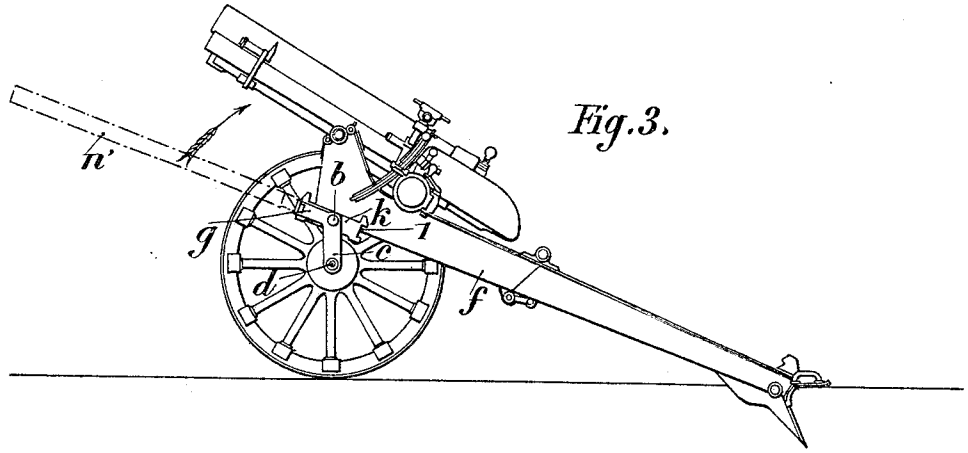


Fig. 7.

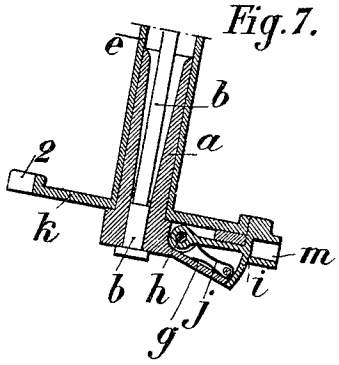
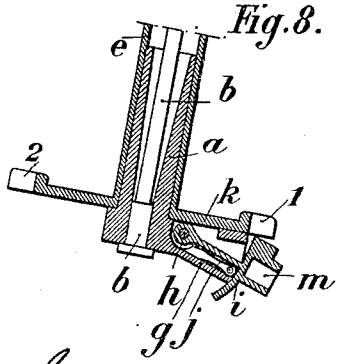


Fig. 8.



Witnesses:
Gustave R. Thompson.

Inventor:
Charles P. E. Schneider,
by
Frederick A. Holton, Mauro, Cameron, Lewis & Mascie
Attys.

No. 833,636. PATENTED OCT. 16, 1906.

C. P. E. SCHNEIDER.

TRAIL FOR THE CARRIAGES OF GUNS MOUNTED ON WHEELS.

APPLICATION FILED JAN. 3, 1906.

2 SHEETS—SHEET 2.

Fig. 2.

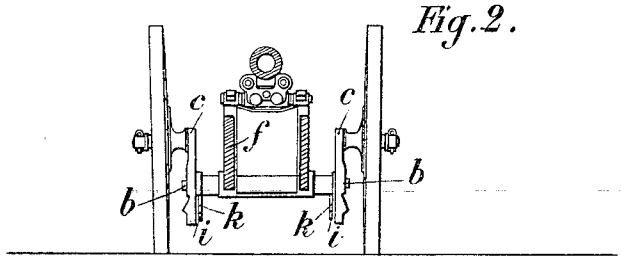


Fig. 4.

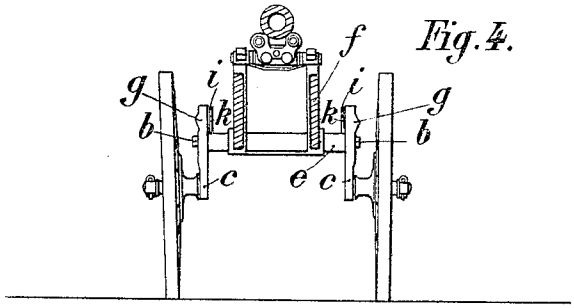


Fig. 5.

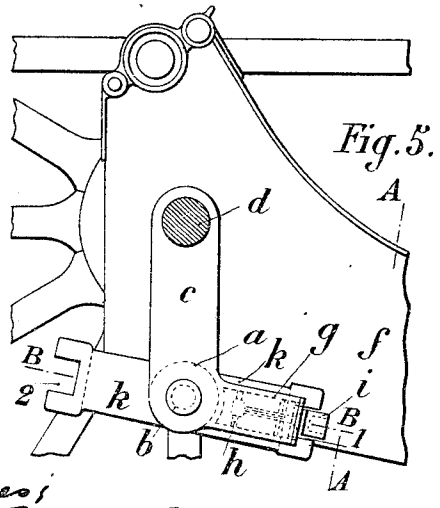
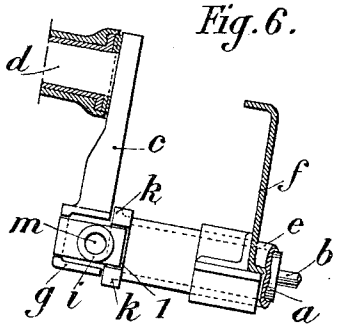


Fig. 6.



Witnesses:

Gustave R. Thompson.

Frederick A. Holton.

Inventor:

Charles P. E. Schneider.

by

Mauro, Cameron, Lewis & Mosser

Attys.

UNITED STATES PATENT OFFICE.

CHARLES P. EUGÉNE SCHNEIDER, OF LE CREUSOT, FRANCE.

TRAIL FOR THE CARRIAGES OF GUNS MOUNTED ON WHEELS.

No. 833,636. Specification of Letters Patent. Patented Oct. 16, 1906.

Application filed January 3, 1906. Serial No. 294,391.

To all whom it may concern:

Be it known that I, CHARLES PROSPER EUGÉNE SCHNEIDER, a citizen of the Republic of France, residing at Le Creusot, Saône-et-Loire, France, have invented a new and useful Trail for the Carriages of Guns Mounted on Wheels, which is fully set forth in the following specification.

The present invention has for its object a trail for the carriages of guns mounted on wheels, permitting of speedily modifying the inclination of the entire body of the carriage for the purpose of increasing the angle of elevation without the wheels leaving the ground. To this end the axle is cranked in the manner of a brace—that is to say, the spindles of the carriage-wheels instead of being in line with the body of the axle which supports the gun-carriage are arranged at the extremity of two crank-arms carried by the said axle-body in such a manner that by causing these cranks to angularly move around spindles turning in the hubs of the wheels the axle-body is raised or lowered, together with the carriage that it carries. Accordingly within certain limits the inclination of the carriage is modified at will, means being provided for locking the cranks in the desired position. In practice only the two extreme vertical positions of the cranks are useful, so that the device provides for locking the cranks upon the carriage in these two positions.

A practical form for carrying the invention into practice is represented by way of example in the accompanying drawings.

Figure 1 is a general longitudinal elevation of a gun-carriage and of the gun carried by it mounted upon a trail of the novel kind, the spindle-supporting cranks being shown in the extreme lower position. Fig. 2 is a corresponding sectional elevation on the lines A A of Fig. 1. Figs. 3 and 4 are similar views with the cranks represented in the extreme upper position. Figs. 5 to 8 show in detail, upon an enlarged scale, the axle and the corresponding part of the carriage with the means for locking the axle to the trail. Fig. 6 represents a section on A A of Fig. 5. Fig. 7 represents a section on B B of Fig. 5. Fig. 8 represents a similar section, the bolt being shown raised for the purpose of raising the trail.

For facilitating the mounting the axle-body comprises two sockets *a*, united by a bolt *b*. Each socket *a* has projecting from its outer end a crank *c*, provided at its extremity with the spindle *d*. The axle-body formed by the two sockets *a* and the bolt *b* is able to rotate in the sleeve *e*, formed on the trail *f* or carried thereby.

In the constructional form represented the locking to the trail of the cranks *c*, and consequently of the cranked axle as a whole, is obtained in the following manner: In a casing *g*, projecting laterally from each or only one of the sockets *a*, is pivoted on a spindle *h* a bolt *i*, subjected to the action of a spring *j*, which tends to press it in the locking direction. This bolt in the extreme positions of the cranks *c* comes, respectively, opposite notches 1 or 2 of a plate *k*, carried by the sleeve *e*. It will of course be understood that these notches might be formed in any other appropriate part of the carriage. In the bolt *i* there is formed a recess *m*, in which there may be inserted the extremity of a lifting-bar *n*. (Shown in broken lines in Figs. 1 and 3.) By means of this arrangement the pivoted bolt *i* acts simultaneously as a locking member and as a member for operating the axle. In order to displace the axle from the position in Figs. 1 and 2 into that of Figs. 3 and 4, the end of the bar *n* is engaged in the bolt *i*, which then occupies the position of Figs. 5, 6, and 7. In the first place the bolt is lifted in order to release it from the notch 1, causing it to move from the position shown in Fig. 7 to that shown in Fig. 8. Then the bar is rotated in the direction of the arrow, Fig. 1, until the bolt comes opposite the notch 2. The bar *n* has then assumed the position *n'*, Fig. 3.

The manner of constructing the axle-body, the disposition of the locking-bolts of the sleeve *e*, and of the notched plate *k* may of course vary without affecting the principle of the invention.

I claim—

1. In combination, a pair of wheels, a crank-axle on which the wheels are mounted, a trail revolubly supported on said axle, and locking means for locking said axle and trail together for different elevations of said trail.

2. In combination, a pair of wheels, a crank-axle on which said wheels are mounted; said crank-axle comprising two crank-arms, each of said arms having at one extremity a spindle engaging one of said wheels and having at the other extremity a socket, and a rigid connection between said sockets; a sleeve revoluble on said sockets, a

trail fast to said sleeve, and means for locking one or both of said sockets to said trail for different elevations of said trail.

3. In combination, a pair of wheels, a crank-axle on which said wheels are mounted; said crank comprising two crank-arms each of said arms having at one extremity a spindle engaging one of said wheels and having at the other extremity a socket, and a rigid connection between said sockets; a sleeve revoluble on the same, a trail fast to said sleeve, a spring-pressed bolt for locking one or both of said sockets to said trail for different elevations of the latter, and means engaging said locking-bolt for rotating said axle.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

C. P. EUGÉNE SCHNEIDER.

Witnesses:
JEAN GAMET,
EDMOND BLAISE.